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CLAIMS

- 1. Method of supplying power to a motor-vehicle electric-starter contactor (10) in which, on a circuit (T1, B, 20, 25) for supplying power to the contactor (10), an effective-power-supply signal (R1, R2, R3) is provided having a chosen profile, characterised in that, on the power-supply circuit (T1, B, 20, 25), a supplementary signal (T, R4) is also provided having a shape which is chosen in order to facilitate the identification of the profile of the effective-power-supply signal (R1, R2, R3).
- 2. Method according to Claim 1, characterised in that the supplementary signal (T, R4) is chosen so as to have no mechanical effect on the contactor (10).
- 3. Method according to Claim 1, characterised in that the supplementary signal (T, R4) is a pulse train.
- 4. Method according to Claim 1, characterised in that the supplementary signal (T, R4) features a chosen duration (T) specific to the profile of the effective-power-supply signal (R1, R2, R3).
- 5. Method according to Claim 3, characterised in that the supplementary signal (T, R4) exhibits a chosen number of pulses specific to the profile of the effective-power-supply signal (R1, R2, R3).
- 6. Method according to Claim 3, characterised in that the pulse train (T, R4) exhibits a ratio of duration between a high state and a low state which is specific to the profile of effective current strength.
- 30 7. Method according to Claim 3, characterised in that the pulse train (T, R4) constitutes a coding the high states of which exhibit at least two different durations.
- 8. Method according to Claim 3, characterised in 35 that the pulse train (T, R4) exhibits a frequency (R4)

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which is different from that used to introduce the variation in effective current strength $(R1,\ R2)$.

- 9. Method according to Claim 3, characterised in that the pulse train (T, R4) exhibits a chosen frequency modulation.
- 10. Method according to Claim 1, characterised in that the supplementary signal (T, R4) is generated before generating the effective-power-supply signal (R1, R2, R3).
- 10 11. Device for supplying power to a motor-vehicle starter contactor (10), including a circuit (T1, B, 20, 25) for supplying power to the contactor (10) and means (25, T1) for providing, on this circuit (T1, B, 20, 25), an effective-power-supply signal (R1, R2, R3) having a chosen profile, characterised in that it also includes means (25, T1) for providing, on the power-supply circuit (T1, B, 20, 25), a supplementary signal (T, R4) having a shape which is chosen in order to facilitate the identification of the chosen profile of the effective-power-supply signal (R1, R2, R3).